

ABSTRACT OF THE DISCLOSURE

The invention relates to a method for controlling the air flow quantity supplied to an internal combustion engine per operating cycle, without reducing the throttle. ~~Said~~The method is characterized in that: an accelerator pedal signal (γ) is detected, the value thereof depending on the position of the accelerator pedal; a rotational speed signal (n) is detected, the value thereof depending on the rotational speed of the internal combustion engine; load collectives are formed from (γ) and (n); both the load collective-dependent opening time (t_{Li}) of a gas outlet in the compression chamber of each cylinder of the internal combustion engine during the compression stroke, and the load collective-dependent fuel injection quantities ($\sim t_{Li}$) per operating cycle and cylinder are determined; and the advance angles are determined according to the load collectives. The inventive method is advantageous in that, ~~compared to previous solutions for the throttled or non-throttled control of the air flow quantity supplied to the internal combustion engine per operating cycle,~~ only negligible fluctuations occur in the respectively introduced air flow quantity over all load regions, ~~whereby even during a change of load, operating parameters corresponding to each other in an optimum manner reduce the pollution gas output, increase the pleasure of driving by an improved response characteristic, and simplify the construction means of the internal combustion engine in terms of the control of the supplied air flow quantity.~~